

CLUB  
WHISKY  
\$14.00 PER DOZEN.  
H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

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BERRY  
BRANDY  
Per Bottle ... \$2.50  
" " " " " 1.50  
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12, Queen's Road.

No. 14,687 號七十七百四千四萬一第 日二初月四年十三精光 HONGKONG, FRIDAY, MAY 5TH, 1905. 伍拜禮 號伍月五年五零百九千一英港香 PRICE, \$3 PER MONTH.

**WATSON'S**  
**HOUSEHOLD**  
**AMMONIA**  
For the Bath, Toilet, Nursery and Household.

Promotes a healthy action of the skin,  
counteracts all effects of perspiration, and is as  
refreshing and invigorating to the system as a  
Turkish Bath.

**A. S. WATSON & CO.,**  
**LIMITED.**  
THE HONGKONG DISPENSARY.  
[a1865]

**CUTLER, PALMER**  
**& CO.'S**

**"SPECIAL BLEND" WHISKY**  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a255]  
GREEN ISLAND CEMENT COMPANY

**PORTLAND CEMENT.**  
\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net ex Factory.  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 1st March, 1905. [a2886]

NOTICE.

**THE TERMINUS STORES,**  
GENERAL STOREKEEPERS, COMMISSION AGENTS.

**MOST** respectfully beg to inform the  
Public that they have opened a Store  
in this Colony at Nos. 60 and 61, ELGIN  
ROAD, KOWLOON, under the style of the  
Terminus Stores and are prepared to accept all  
kinds of orders, which will be attended to and  
executed in the shortest time, and earnestly hope  
to be favoured with the kind Patronage of the  
Public.  
Hongkong, 9th March, 1905. [a660]

**COTTAM & CO.**

HIGH-CLASS OUTFITTERS.

JUST ARRIVED:  
NEW LINE SUMMER GOODS.

**SUMMER COLOURED TUNIC**  
**SHIRTS, WHITE GAUZE SHIRTS,**  
**PYJAMA SUITS, BOSTON GARTERS,**  
**BADEN POWELL COLLARS, BROWN**  
**BOOTS.**

The Latest Fashions in High-class  
NECKWEAR.  
EVERY SEASONABLE NOVELTY.

**HONGKONG HOTEL BUILDING.**  
Hongkong, 24th April, 1905. [a1060]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO

**HAS** been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desiring  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hongkong*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with the  
colony.  
Cable Address—"BOA VISTA."  
For Terms, apply  
[a241] **THE MANAGER.**

COLD STORAGE.

**THE HONGKONG ICE COMPANY, LTD.**  
have now 40,000 Cubic feet of Cold  
Storage available at EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sunday  
excepted to receive and deliver perishable goods.  
Wm. DALLANE, Manager.  
Hongkong, 18th November, 1901. [a52]

**A. LING & CO.,**  
FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c. and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [a222]

**CUTLER, PALMER & CO.**

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

BRANDY	***	-	-	-	Per Case.
"	***	-	-	-	\$22.50
"	**	-	-	-	20 00
"	*	-	-	-	16.75
WHISKY, PALL MALL	-	-	-	-	20.00
" JOHN WALKER	-	-	-	-	12.50
" C. P. & CO.'S SPECIAL BLEND	-	-	-	-	10.50
PORT WINE, INVALIDS	-	-	-	-	20.00
" DOURO	-	-	-	-	13.75
SHERRY, AMOROSO	-	-	-	-	20.00
" LA TORRE	-	-	-	-	16.00
BENEDICTINE, D.O.M.	-	-	-	-	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,**

HONGKONG AGENTS. [a54]

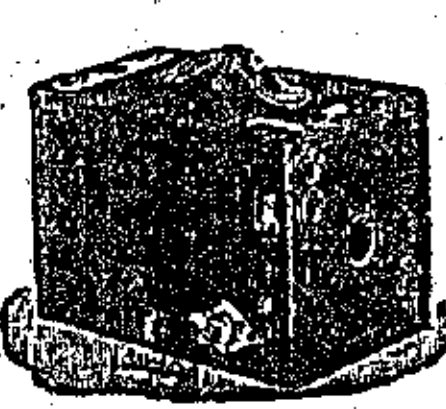
**THE LAHMEYER ELECTRICAL CO., LD.**

**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.**  
**W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a54]

**PHOTO SUPPLIES**

DEVELOPING  
AND PRINTING  
GOOD WORK,  
PROMPT  
RETURN  
UNDERTAKEN.



UP-TO-DATE DARK ROOM  
FITTED WITH ELECTRIC LIGHT AND FAN  
AT THE DISPOSAL OF AMATEURS

**LONG, HING & CO.,**

PHOTO GOODS STORE,

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. F. BLUNCK, Silk Lace Manufacturer, and  
NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904. [a39]

**ALARMING INCREASE**  
**IN BALDNESS!!!**

and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair,  
Premature Greyness, &c., &c.

**A REMEDY OFFERED.**

which possesses all the elements that go to produce a good head of hair. Its powerful, stimu-  
lating properties go straight to the hair roots—giving them a life and vigour they never knew  
before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will  
assuredly do all this for YOU, as it has done for thousands of others.

**WILSON'S HAIR WASH.**

THE GREAT HAIR PRODUCER AND RESTORER.

The Finest Dressing. Especially Prepared and Delicately Perfumed.

A Luxury and a Necessity to every Modern Toilet.

**WATKINS LIMITED,**

CHEMISTS AND DRUGGISTS,

AND

APOTHECARIES HALL, HONGKONG. [a38]

**KÜPPER'S**  
**PILSENER BEER.**

The best PILSENER in the East; ask for Küpper,

and see that you get it.

Telephone No. 75.

**CALDBECK, MACGREGOR & CO.,**

SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,

Hongkong, 29th April, 1905. [a37]

**PEERLESS SCOTS WHISKIES**

**HAIG & HAIG, LD., DISTILLERS SINCE 1679.**

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00  
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor,  
Once tried, preferred to all others. Sole Agents for Hongkong:  
2755 **F. BLACKHEAD & Co.**

**W. BREWER & CO.**

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MACAO: THE HOLY CITY: THE	Virgilus, by Bachelier ...	2.00
GEM OF THE ORIENT EARTH,	The Coming Conquest of England ...	2.00
by J. DYER BALL, M.R.A.S. ...	Hazell's Annual, 1905 ...	3.00
Nuttall's Dictionary 100,000 References ...	A History of Rome, by Miles ...	6.00
Mother Goose's Nursery Rhymes ...	Engineers' Year Book, by Kompe, 1905 ...	5.80
Nobody Knows, a Choice Illustrated		
Child's Book ...		1.50
Menus Made, Easy ...		1.00
Foster's Bridge Manual ...		2.70
Foster's Bridge Tactics ...		2.70
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For Very Little Folks. A Junior Book ...		2.70
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**NEW VIEW BOOK OF HONGKONG,**  
**CANTON AND MACAO—24 VIEWS**  
only \$1.00

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**THE BLICKENSBERGER**

TYPEWRITERS. [a35]

**A. TACK & CO.,**

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**FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS**

OF EVERY DESCRIPTION.

EASTMAN'S KODAKS & FILMS.  
"PRIMUS" CAMERAS & ACCESSORIES.  
ILFORD PLATES & PAPERS.  
"PRIMUS" DEVELOPERS & CHEMICALS.  
PRINTING & DEVELOPING UNDERTAKEN. [a46]

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**mitsui BUSSAN KAISHA**  
**mitsui & CO.**

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HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

**OTHER BRANCHES**  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
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Nagoya, Osaka, Kobe, Kure, Shimono, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Saigo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

**CONTRACTORS OF COAL** to the Imperial Japanese Navy and Arsenal and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

**SOLE PROPRIETORS** of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
**SOLE AGENTS** for Hokoku, Hondo, Kanada, Fujiyama, Mamoda, Mannoura, Onoura Otsuji,  
Sasabara Tsubakuro, Yoshinotani, Yoshio, Yanokibara, and other Coals.  
S. MINAMI, Manager, Hongkong.

**LANE, CRAWFORD & CO.**

ARE NOW SHOWING

**NEW SEASON'S STOCK OF**  
**SHIRTS, COLLARS, TIES.**

**STRAW AND PANAMA HATS.**

**SUN HATS.**

**SILK & WOOL & FLANNEL PYJAMAS.**

**WOLSEY**

**UNSHRINKABLE UNDERWEAR.**

EXTRA LIGHT WEIGHTS FOR SUMMER WEAR. INSPECTION INVITED.

**LANE, CRAWFORD & CO.**

Hongkong, 11th April, 1905. [a36]

**KOWLOON HOTEL.**

KOWLOON.

**DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS**  
**AND RESIDENTS.**

**BILLIARDS AND BOWLING. LAWN AND GARDENS.**

**JAS. W. OSBORNE, PROPRIETOR AND MANAGER.** [a26]

**QUAN WAH & CO.**

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

**QUAN TAI & CO., Lime Manufacturers.**

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENT

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1905. [a101]

**MUSIC.**

**PIANO AND SINGING.**

**MR. A. GALUZZI** is prepared to take

pupils at his studio in the CITY HALL

or at their residences.

For terms, etc., apply to the above, care of

Robinson Piano Co.  
Hongkong, 19th April, 1905. [a102]

**AUTOMATIC MAUSER**

**PISTOLS.**

**CALIBRE 7.63 m.m.**

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

**SIEMSEN & CO.**

Hongkong, 3rd October, 1900.

**PURE FRESH WATER.**

**THE HONGKONG STEAM WATER**

**BOAT CO., LD.** is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.  
Call Flag W.

**J. W. KEW**

Manager,

1st Floor, 37, Connaught Road  
Hongkong, 18th June, 1903.

**HOTELS**

**HONGKONG HOTEL**

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel

residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

**A. F. DAVIES,**

Acting Manager.

THE

**PEAK HOTEL.**

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a353]

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

**MANAGER.**

Hongkong, 10th June 1903. [a1061]

**CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL Situated near

the Banks and Principal Offices.

Excellent Cuisine and Wine.

Large and lofty Rooms. Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply to the

**MANAGER.**

Hongkong, 31st October, 1902. [a49]

**CARLTON HOUSE**

**HOTELS,**

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club Hotel and the Waverley Hotel  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the

Cuisine a specialty.

Apply to—

**THE MANAGER.**

Hongkong, 7th October, 1904. [a49]

**MACAO**

AND

**CANTON**

**HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

**WM. FARMER,**

Proprietor.

[a85a]

**CHEAP BEDSTEADS FOR SALE.**

THE Undersigned has a very large stock of

IRON BEDSTEADS and AMERICAN

STEEL WIRE MATTRESSES on hand for

Sale at very moderate prices.

6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.

6' 2" by 4' 6" " " " 6.50 "

6' 2" by 5' " " " 7.50 "

Prices for Bedsteads and various sizes of

Mattresses on application.

**A. TACK & CO.,**

26, Des Vœux Road Central.  
Hongkong, 26th April, 1905. [a1370]



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



A

BLEND

OF THE

FINEST

PURE

MALT

WHISKIES

DISTILLED IN SCOTLAND,

OF

GREAT AGE.

MATURE.

AND

FINE FLAVOUR.

PER DOZ. - - - \$16.50

A. S. WATSON & CO.  
LIMITED.

ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS

Only communications relating to the news column should be addressed to THE EDITOR.  
Letters should be forwarded to the Editor and addressed with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous communications should be accepted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS, OCEAN, A.S.W. 5th St., Hongkong.  
P.O. Box, 35. Telephone No. 12.

## DEATH.

On 28th April, at Shanghai, HILDA VALERIE STANBRO, aged two months.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 5th, 1905.

The persistent manner in which the Russian Government, during the negotiations which preceded the outbreak of hostilities, worked for a warlike in place of a peaceful solution of the questions at issue has been the subject of much speculation; but recent events may possibly place Russia's action in new and more comprehensible light. The general opinion has been that Russia made the common mistake of underestimating her opponents and that she was persuaded that Great Britain would not adhere to the promised alliance with Japan, should hostilities actually take place. That these views influenced her to a considerable extent is highly probable but events which have since taken place suggest another solution to the problem. It is quite possible that Russia was induced in no small degree to enter upon the war from a consideration of the internal state of the country—much in the same way as the Franco-German war was incurred by Napoleon III. The discontent which culminated in the recent outbreaks had been long existent, and must have been well-known to the Russian Government. When a country is in such a state, a war is sometimes a means of consolidating it and so averting internal disturbance. It at least supplies something for the public mind to dwell upon; and if it is successful at the outset may have the effect of averting revolution. Such was the state of France before the outbreak of the war with Germany, and there is no question

that the hope of avoiding internal conflict largely influenced the late Emperor Napoleon in entering upon what proved to be so disastrous a campaign. A resort to such heroic measures is, however, always a very venturesome step; and it demands much more than ordinary statesmanship to estimate what may be the result. If the discontent is only on the surface a war may have the effect of drawing the people together but, on the other hand, if such discontent is deep seated precisely the opposite effect will be produced, especially if the operations in the field fail at the outset in being successful. Looked at in the light of what has since happened, it is indeed surprising that disturbances in Russia did not arise at a much earlier date. There must all along have been an undercurrent of ill feeling, which cannot fail to have hampered operations to a considerable extent, and the marvel is that with the dissatisfaction generally existing in Russia, there were not outbreaks at an earlier stage. From first to last the war for her was a series of disasters, but she always returned to the fray, perhaps instigated to do so in some degree by the certainty that giving in would be the signal for an outbreak on the part of the people. All along, therefore, it was a case of going "double or quits" in this respect. Every new defeat added to the difficulties, and there can be no doubt that the fall of Port Arthur which would appeal to the popular imagination had the effect of combining all the elements of discontent, and bringing matters to a head in the so-called "strikes." If it was the idea of the Russian Government that a war would enable them to stem the tide of rebellion which their misgovernment had brought about they failed in precisely the same way as many others, who had adopted a similar policy, had failed before them. A successful war with an army returning from victory may be a valuable means of maintaining authority, but an unsuccessful war with continued demands both in money and service on a discontented people is a very different thing; and it is this that Russia has had to face. It may be that the Russian Government was not as well informed of the true state of things in the country as has been assumed. A system of muzzling the Press may prevent unpleasant comment upon the acts of an autocratic Government, but it has also the effect of preventing the authorities from knowing what is really going on. Had the Russian Government been fully aware of the state of feeling in the country it is quite possible that the war with Japan would not have been entered upon—tempting though such a course might appear to be to those in favour of an aggressive policy. It may be doubted whether from the first the mass of the nation were in favour of the war. Certainly for a long time a large majority have been opposed to its continuance; and it is impossible to ignore that this is the state of public feeling which the Russian Government has now to face.

A plague case is to-day reported at Farsen Street, not fatal.

The French mail of the 4th April was delivered in London on the 3rd inst.

Prince Arisugawa is taking to England four pairs of Japanese dogs, called "Chid," as a present for Queen Alexandra.

The "meat question" at Shanghai becomes more serious. The "squeeze pig" folk are now threatening mutiny, as well as beef.

For being in possession of and preparing illicit opium, a native was yesterday fined \$750 by Mr. Orme at the Police Court.

At the Police Court yesterday Mr. Orme sentenced two coolies to one month's imprisonment and six hours' stocks for broaching the cargo of a ship unloading at the Kowloon Godowns, and stealing therefrom a quantity of tea, beans and other articles.

An unemployed coolie who perhaps felt that he must get into harness again stole a ricksha from Queen's Road on Wednesday. He was arrested, charged before Mr. Orme at the Police Court yesterday, convicted, and sentenced to 21 days' hard labour and six hours' stocks.

A Yamnati postman was so interested in a play being performed at the To Shing theatre that he took up a position on the stage. When a hukong ordered him off he became so enraged as to assault the constable. Charged before Mr. Orme at the Police Court yesterday, he was ordered to pay a fine of \$5 or be imprisoned with hard labour for fourteen days.

A number of Chinese were holding a funeral feast at Wanchai Road on Wednesday night when two marines from H.M.S. *Andromeda* entered the house, assaulted the inmates, and began to break up the furniture. The police were sent for, and were marching their charges to No. 2 Police Station when they in turn were assaulted, and the marines attempted to escape. They were, however, secured and placed before Mr. Orme at the Police Court yesterday when they were each fined \$10 and ordered to pay \$5 compensation.

A rattan chairmaker from St. Francis Street was charged by Mr. T. Olsen at the Police Court yesterday with creating a disturbance and causing nuisance and annoyance by allowing smoke to ascend from his flat to the floor of the complainant, who was kept awake by the fumes. Mr. Orme inflicted a fine of \$20, with the alternative of one month's hard labour.

The following is the programme of music to be played by the band of the Second Royal West Kent Regiment on the New Parade Ground on Monday next, from 5 to 6.30 p.m.:

March—"A Frangene" Costa  
Overture to "Tannhauser" Wagner  
Selection from "La Mascotte" Audran  
Valse—"Dolores" Waldteufel  
Song (Cornet Solo) "The Hotter Lead" Cowen  
Selection of "English Airs" F. Godfrey

Evidence in the case of Wong Ka Cheung whose extradition as an armed robber Mr. H. E. Pollock (instructed by Mr. R. A. Harding) is applying for on behalf of the Chinese Government concluded at the Police Court yesterday. Mr. H. N. Ferrers for the defence (instructed by Mr. Otto Kong Sing) and Mr. Pollock, having addressed Mr. Hazeland, the magistrate intimated that he would reserve his decision until Monday next.

Messrs. Long Hing, & Co., the well-known dealers in photographic apparatus and material of Queen's Road announce their removal into the more spacious premises just vacated by Mr. Blum, No. 17, Queen's Road. In connection with the removal Messrs. Long Hing, & Co. are holding a photographic competition for amateurs—landscape prints or enlargements, any size and by any process. Dr. G. P. Jordan and Mr. C. Scholer have consented to judge the exhibits, and having regard to the large number of enthusiastic amateur photographers in the Colony the competition will doubtless prove a very interesting one.

"He is but as a bastard to the time that doth not smack of observation," and in America, they do not care to incur the reproach. Even the current slang is redolent of Manchuria and war. When you are in a hurry to get from a place you must say you are "doing a Kurapatka." If you are speaking of how a prize fighter added a blow you must say he "put over a Kikari." If you have been selling goods with success you must say that you have had an "Oyama of a time." If you get tied up with a bore, who won't let you go, you must say he "Port Arthured" you. You can arrange it yourself and keep up with events.

Messrs. Walker, Lamb, & Co.'s China Tea Market Report states:—Public sales comprised 999 half-chests Black Leaf. Sales were made in first crop Keemun \$14. per lb., and in Monings from 4d. to 5d. per lb. Some considerable sales have been made in fine Keemun for export, from 8d. to 1s. per lb., with a limited inquiry up to 1s. 2d. to 1s. 4d. per lb. In medium Ningehow 5d. to 5 1/2d. per lb. has been obtained from the home trade. Fine Panyongs have been sold up to 10d. per lb., and are still inquired for. Monings, from 3 1/2d. to 4 1/2d., remain about steady, and are in some request, showing most excellent value.

By kind permission of Lt.-Col. Aitken and Officers, the band of the 119th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening (weather permitting):

March—"Under the Double Eagle" Wagner  
Selection—"Folk Songs of Italy" Ramezzotti  
Valse—"The River of Years" Liddell  
Selection—"Faust up to date" Lutt  
"Old Tapestry" Hoggett  
Serenade—"Love in Idleness" Macbeth  
Extra.  
Selection—"Reminiscences of Ireland" Godfrey  
Intermezzo—"On the Road to Moscow" Locz  
Menuet—"Hors d'Oeuvre" Caviar on Toast  
Soups—Creamed Chicken Soup, Italian Consomme.  
Fish—Boiled Fish. Entrees—Basket of Chicken  
Larded, Pate de Foie-Gras on Aspie, Grilled Fillet of Beef, Joint—Roast Turkey, Roast Saddle of Mutton, Boiled York Ham, Curry—Turkey Lobster.  
Vegetables—Boiled Potatoes, Mashed Potatoes, Cabbage, Beans, Sweet—Plum Pudding, Gooseberry Tart and Cream, Vanilla Ice Cream, Finger Cakes. Fruits in Season. Tea and Coffee.

If the report is accurate, an accident has happened on the East River at New York which is the most extraordinary within our recollection. Descending into the tunnel which is being made under the East River close to Brooklyn Bridge, a workman somehow got into the compressed air chamber. From this he was shot up through the roof of the tunnel, through 15 ft. of mud on the river bed, and through the river itself into the air outside, and dropped back into the water again! More extraordinary still, he was quite uninjured, and kept himself afloat until picked up. Men have been blown bodily through doors and even through walls before, but we are certain the above put up a record. Who will talk after this of the impossibility of being shot out of a cannon, as Jules Verne's heroes were in "From the Earth to the Moon"? Thus far the *Globe*. For ourselves, we attach great importance to the first five words.

## HONGKONG SANITARY INSTITUTE.

An extraordinary general meeting of the Sanitary Institute of Hongkong was held on Wednesday night in the rooms of the Institute, No. 10, Wyndham Street.

The following office bearers were elected to serve until October next:—Dr. Pearce, chairman; Messrs. Cunningham, Jackson Carter and Dr. Clark, committee of management; Dr. Macfarlane, treasurer; Mr. Gibson, secretary; and Mr. Carter, assistant secretary.

It was announced that an Examination for Inspectors of Nuisance will be held in October should sufficient candidates present themselves.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## ENGLISH KING AND FRENCH MINISTER.

LONDON, 4th May.

The King has had a long interview with M. Delcasse, the French Foreign Minister. It is assumed that the Morocco question was largely responsible for the protracted duration of the interview.

## LABOUR TROUBLE AT CHICAGO.

LONDON, 4th May.

An extensive and serious strike, which latterly is accompanied by rioting, is in progress at Chicago.

[REUTERS' SERVICE.]

## THE RIOTS IN WARSAW.

LONDON, 2nd May.

The Warsaw disturbances were renewed in the suburb of Praga last night; the Hussars fired killing four and wounding many. At 9.45 p.m. a bomb was thrown into a military patrol in the chief street, and the troops fired three volleys; the bomb killed two Cossacks and a policeman, and wounded two ladies; many were killed and wounded by the volleys but the number is not ascertainable as the troops immediately surrounded the whole district.

LATEN.

Reuters' correspondent in Warsaw wires, that in the fighting of yesterday, the troops not only fired but used the butts of rifles, bayonets and swords, breaking the heads and limbs of women and children and inflicting terrible injuries. The troops in Kalisia in Poland entered a church where a congregation was singing patriotic songs, and a fight ensued, a number of women being killed. In consequence of the bloodshed a general strike has been proclaimed in Poland and Lithuania.

## LOSS OF A BRITISH DESTROYER.

LONDON, 2nd May.

During the naval manoeuvres at Borehaven on Monday night, the destroyer *Syren* ran on a reef and broke her back; no lives were lost.

## THE WAR.

["DAILY PRESS" SERVICE.]

## THE THIRD BALTICERS IN SIGHT.

PENANG, 4th May.

The steamer *Selangor*, which arrived here to-day, reports that she passed the Third Squadron of the Russian Armada at ten o'clock this morning.

Admiral Nebogatoff's fleet was then off Jugra.

## BOXERS.

During the past ten months bands of Hongkongers have been holding meetings in Chienwei and towns around. Their avowed purpose was according to some, to uphold idolatrous customs and resist pro-Foreign tendencies. They were composed mostly of farmers and coal workers. In December they were reported to be thousands strong, but meeting recently. During that month a leader was captured and his property confiscated, but still they seemed to grow until in February there were seventy or eighty bands reported to be nightly drilling. In the beginning of March a village was asked to contribute funds for a new school. It refused, saying that there was no need of a school and no scholars to send to it if it were built. The magistrate seized a ring-leader of this passive resistance movement. An attempt was made to rescue him and during the confusion of the rescue a gunboat smashed up, and a policeman cut to pieces. This was a signal for a general rising, but too soon for the Boxers it seems, for they were unprepared. They marched on the city of Chienwei. It shut its gates and sent for help. At this critical time Dr. Smith, of the Canadian Mission, and party, mostly ladies, arrived by river. They were ordered to return, as no protection could be given them. They saw from their boat a fight between the Imperial soldiers and the Boxers and one village burned by the Boxers. When they were about to return the magistrate offered to take them into the city, where they stayed two days in terrible suspense, hearing the wailing of the Chinese, who were still more frightened, and seeing heaps of the headed bodies all around. The Boxers being defeated the missionaries were escorted safely to Kiating. The Boxers took refuge in a fortress called the "Iron Mountain," where they are now, at the time of writing, besieged by the Imperial soldiers. The consternation all around is very great, and people are flocking into Kiating for the protection of the walled city.—N. G. Daily News.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 4th at 11.55 a.m. The barometer has risen generally, except over the S. Philippines.

A high pressure area, which is progressing Eastwards, is central between the E. coast of China and W. Japan.

Gradients are slight in the North, and moderate in the South.

Strong N.E. and E. breezes may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh E. winds; fair.

## BALTIC FLEET NEWS.

STILL AT VAN PONG BAY.

"Yes, we saw the invincible Armada" replied Second Officer Gully of the s.s. *Waihora*, which arrived here from Penang yesterday, in reply to a question from a *Daily Press* reporter. Captain Brown, master of the *Waihora* referred our representative to Mr. Gully who was the officer of the watch when the vessel passed the Baltic fleet, and the second officer related his story as follows:—We saw about forty vessels riding at anchor in the bay, amongst them three three-funnellers and four or five two-funnellers. The majority of them were not very modern ships and one, with the troyal yards across, I am almost sure was a boys' training ship. The *Peterburg* was doing patrol duty outside the entrance to the bay, but did not signal as we passed. The vessels were still coaling. The whole fleet is within the three mile limit of the Annam coast. Probably the Russian Admiral left Kamrah Bay because he was aware that in the event of a Japanese torpedo attack he was in a vulnerable death trap. His position at Van Pong Bay, forty-five miles north, is a little better, but not much. In case of an attack he might have the opportunity of escaping through the Kuachannel between Kua Island and the coast, but the Japanese are aware of, and would no doubt guard the passage to freedom. "I have told you all I noticed in passing" remarked Mr. Gully, "but if you can spare the time I would like to show you some extracts from the diary of one of the ship's company with regard to the fleet." Our reporter remarked that time was no object provided news was forthcoming, and after a few moments absence the Second returned and opened the book at a page which was headed

## MIRACULOUS ESCAPE OF A PENANG STEAMER.

"While passing Kamrah Bay (wrote the owner of the diary) we took a good survey of the same, but saw nothing of the Russian Armada. The weather was very fine, and had the appearance of having been so for some time, so I imagine the Armada, with its crew in good health and full of spirit, must have sailed away at day light with no enemy in sight, as the fishermen there were coming out as we were passing. The sea was calm and covered with a slime—passengers considered it to be caused by fish spawn—but by its greasy appearance and odour (not of an ozone nature) one could easily imagine that the healthy crews had been getting a bath in that locality a short time previously. A French cruiser was steaming in and out near the islands of the shore, probably to prevent any breach of international treaty. A little farther north we passed a most conspicuous monument (Pyramid Rock). A stranger to the coast suggested that nature had thrown it up to commemorate the achievements of the Russian Admiral's great naval victories extending from Russia west to France east, without a wounded man or a crippled ship. However, we were feeling quite safe by their absence, when our prime commander suddenly exclaimed—"the Russian Fleet." How suddenly tranquility lost its equilibrium! Marine, field and other glasses were in great demand, and passengers rushed fore and aft almost bereft of reason. The officers on the bridge kept their eyes on the famous *Victory II* (the *Peterburg*), which was doing hawk duty at the entrance to Van Pong Bay. Then our task began counting and measuring our possible combats. We felt it was hopeless as the armada loomed closer in a forest of funnels and masts. Fortunately most of the three-funnelled craft were busy coaling, and apparently did not notice us. The other portion of this modern fleet were evidently squaring their yards—quite a new departure in modern warfare. We felt extremely lucky when we saw the fighting *Peterburg* turn away, not liking the look of our rakish little craft. We had not yet descended to hoist our national colours when our attention was attracted to another cruiser vulturing around our seaward quarter. With Ross's latest and best officers recognised the greyhound of the Atlantic (the *Deutschland*). Now our climax against her 23.23 knots. Neither our owners nor Lloyd's could have expected us to outstrip her for any length of time. However, we were thankful that we got away. Great credit is due to the engine room staff for their masterful performance. During the chase they only came on deck to get a blow and to see the distance increasing between the greyhound and the good old ship *Waihora*. As yet we had not shown our colours; perhaps we were faulty, but had an eleven inch shell struck us we were ready to stand by to hoist St. George's, St. Andrew's and St. Patrick's flags at the peak and the Maltese at the mainmast, and to go down in the ship we love, doing our duty."

## SOUND STRATEGY.

There is, however, another theory which may possibly be found to have a substantial basis in fact. It is that the supposed loss at the Pescadore is nothing more than a bluff, that Admiral Togo, with his main fleet is much nearer home and that he is allowing his phantom, joined with time, which is all in his favour, to fight his preliminary battle for him in the south. During as we have seen the Japanese navy to be when daring has been its cue, it has shown us during the last weeks that it can be prudent as well when restraint is most effective. The longer the Russians are kept at sea without a fight, the more difficult will be their task when the moment for fight comes. Their floating supplies of coal and provisions are being continuously denuded, their ships becoming fouler, their men wearied and demoralised by long searching for an elusive and dreaded foe. In Japan, at all events, the popular feeling is one of calm confidence in the ability of its fleet to deal an effective blow when the critical moment arrives.—N. G. Daily News.

## SHANGHAI RACES.

THIRD DAY, 4th May.

Stewards:—Messrs. A. McLeod (Chairman), C. Broderick, H. J. Craig, W. S. Jackson, D. Landale, John Liddell, R. Macgregor, S. W. Pratt (Clerk of the Course) and F. J. Burrell (Secretary).

GREAT NORTHERN PLATE—Value, Tls. 250: Second pony, Tls. 50: If five or more starters, Third pony, Tls. 25: For China ponies that have run at this meeting. Winners of one race at this meeting, 7lbs. extra; two or more races, 10lbs. extra. Jockeys who have never won an Official race allowed 5lbs. Seven Furlongs. Messrs. Common and Robson's Friendship (Mr. Burkill) 1

The Ring's Lancer (Mr. Meyerink) 2  
Mr. G. H. Potts' Heather Kleg (Mr. Cumming) 3

RACE CLUB CHALLENGE CUP—Value, Tls. 500: For China ponies, bona fide griffins at date of entry. To be won at two consecutive meetings or three times in all by ponies the bona fide property of the same owner or owners. First pony to receive Tls. 250, Second pony, Tls. 50, and Third pony, Tls. 25, until the Cup is finally won, when the Second pony will receive 75 per cent. and the Third pony 25 per cent. of the Entrance Fee. One Mile and a Quarter. Mr. Quebec's Cedric (Mr. Fearon) 1

The Columbia Stable's Golden Eagle (Mr. Moring) 2  
Mr. Marius' Janos (Mr. Meyerink) 3

Time—2.42.2/5.

SHANTUNG STAKES—Value, Tls. 200: Second pony, Tls. 50: Third pony, Tls. 25. A forced entry for all subscription griffins otherwise entered at this meeting. Winners of one race 5lbs. extra, two races 10lbs. extra. Unplaced ponies allowed 5lbs. One Mile. Mr. Bruce Robertson's Tiara (Mr. Burkill) 1

Mr. Twelves' May Duke (Mr. Cumming) 2  
Mr. Wheeler's Opal (Mr. Reid) 3

Time—2.10.

PAI-MYUEN STAKES—Value, Tls. 300: Second pony, Tls. 75: If five or more starters, Third pony, Tls. 25. For China ponies. Griffins at date of entry allowed 7lbs. A penalty of 7lb. for non-starters and winners at this meeting. One Mile and a Half. The Ring's Cardiac (Mr. Meyerink) 1

Mr. Quebec's Sphere (Mr. Fearon) 2  
Mr. G. H. Potts' Highland Kleg (Mr. Cumming) 3

Time—3.20.

RACING STAKES—Value, Tls. 250: Second pony, Tls. 50: If five or more starters, Third pony, Tls. 25. For China ponies that have not run before 1st January, 1905. Griffins at date of entry and non-winners at any meeting, allowed 5lbs. Winners 5lbs. extra. One Mile. Mr. Charley's Athol (Mr. Burkill) 1

Mr. Henry Morris' Cross-in-hand (Mr. Campbell) 2  
Mr. Quebec's Critic (Mr. Fearon) 3

Time—2.7.

YANTEEZE CUP—Value, Tls. 250: Second pony, Tls. 50: If five or more starters, Third pony, Tls. 25. For China ponies that have run at this meeting. Winners at this meeting 5lbs. extra; Unplaced ponies allowed 5lbs. One mile and three-quarters. Mr. Oswald's Blair Athol (Mr. Campbell) 1

Mr. Quebec's Sphere (Mr. Fearon) 2  
Mr. Wingard's Algerine (Mr. Moller) 3

Time—3.54.4/5.

MANCHU STAKES—Value, Tls. 250: Second pony, Tls. 50: If five or more starters, Third pony, Tls. 25. For China ponies, bona fide griffins at date of entry, that have run and not won a race. One mile and a quarter. Mr. Henry Morris' Cross-in-hand (Mr. Campbell) 1

Mr. Hunter's Castaway (Mr. Zehn) 2  
Mr. Marius' Czikos (Mr. Meyerink) 3

Time—2.42.1/5.

CONSOLATION CUP—Value, Tls. 250: Second pony, Tls. 50: If five or more starters, Third pony, Tls. 25. For China ponies that have run at this meeting and not won a race. One mile and a quarter. The Ring's Lancer (Mr. Meyerink) 1

Mr. John Peel's Zodia (Mr. Dalgleish) 2  
Mr. Oswald's Honeyuckle (Mr. Cumming) 3

Time—2.43.1/5.

CHAMPION SWEEPSTAKES—Value, Tls. 800: Second pony, Tls. 200; Third pony, Tls. 100. For all China ponies winners at this meeting. One mile and a quarter. Mr. John Peel's Ard Patrick (Mr. Marling) 1

Messrs. Togg and Barley's Zambesi (Mr. Waullemier) 2  
Mr. Bruce Robertson's Gaddy (Mr. Burkill) 3

Time—2.36.4/5.

NIL DESPERANDUM CUP—Value, Tls. 200: Second pony, Tls. 50; Third pony, Tls. 25: For subscription griffins at this meeting that have run and not won a race; Unplaced ponies allowed 5lbs. Jockeys who have ever won the Champions, Derby or St. Leger at Shanghai, Hongkong or Tientsin, barred. 7 furlongs. Mr. Morgan Phillips' Subterfuge (Mr. Hooper) 1

Mr. W. B. S. Domino (Mr. Bell) 2  
Mr. Ellis Kadoorie's Desert Chief (Mr. Vids) 3

Time—1.51.2/5.

Travel and experience and the inquiring spirit are like temptation; they either kill or invigorate. A child brought up on the "sheltered life" system may grow up a good man, but the odds are against his goodness being a potent influence on his fellows.—Spectator.



## CORRESPONDENCE.

NEW CHURCH AT SHEK-KEI  
TO THE EDITOR OF THE "DAILY PRESS."

SIR.—The May 1st of the Hongkong C. M. A. records the consecration by the Bishop of Victoria of a new native church at Shek-kei, Hong-Shan. The writer of the report really ought to consider the righteousness or otherwise of trifling with Truth, even in jest. He says "The rain worn out, perhaps, by its recent exertions, ceased to descend." Not much exception can be taken to that, except that it is difficult to see how rain that was "worn out by its exertions" could be in a position to "cease to descend." When the missionary writer assures us that "the fog, at last taking compassion on the sea-faring man, lifted," I fear he cannot be so sincere as his cloth demands. Shakespeare likened money to dew, but this gentleman positively attributes compassion to a fog. The Bishop had invited six missionaries to accompany him, and I fear they failed to realize their opportunity. It is written:—"We breakfasted on deck from unlimited supplies at eight o'clock, and after Morning Prayer had been said by the Bishop, were free to devote our energies to admiring the scenery." Life is so short, and duty so big, that I am afraid I must regard that as a confession of wasted time. Was there not the crew to be with in season and out of season? Approaching Shek-kei, the reverend narrator notes that "the pagoda towers well up on a high hill at the back of Shek-kei; and if its influence is effective in the same ratio as a lightning conductor, a very large tract of country must rejoice in secure protection." This excellent satire shows a return to the piousness energy in a good cause which I think we all expect of our missionaries; but I am not altogether pleased yet. I fear the possible effects of ratiocination. Is there not a danger that the dignity of our own venerable spires may be thus exposed to attack in return? We cannot be too careful. The new church "is a fairly substantial looking building (the pride of the Shek-kei Christians), two stories high, high enough, it is said, to injure the 'fung-shai' of some neighbouring houses. On the ground floor is a preaching hall for heathen congregations, a school-room, and several small rooms to accommodate teachers." Upstairs (two elaborate stone staircases) is a "pretty little church, lofty, airy, and well lighted." Perhaps the stained glass will come in time. It is to be hoped the dear Bishop took at least one missionary who would warn our native brethren against perils of spiritual pride, pomp, and vainglory. It is so hard to get the Chinese to see things as we do. During the service there was a regrettable misunderstanding.

"The Bishop stood up to the Communion table and gave out his text from the Prophet Haggai—"The glory of this latter house shall be greater than of the former, saith the Lord of Hosts; and in this place I will give Peace"—then a loud cry was raised: "the floor is giving way." Instantly there was a great hubbub and commotion especially among the heathen women. It was found to be a false alarm, and after some time with great difficulty calm and order were restored and the service of consecration proceeded. At the end of the prayer for the Church Militant the Native Pastor three times pronounced the "Missa est" but even then one of the English Clergy was compelled to walk down the Church and personally persuade the non-Communicants to leave. And some, we were afterwards told, went down by one stairway only to come back by the other!" The writer continues:—"We left Shek-kei at three o'clock, though to do so we had 'regrettably' to decline a pressing invitation to a feast which was to be held at five. As the tide allowed it we returned to Hongkong by a way that brought us past Macao. The ship was small and the sea was big. Some of us knowing that an extra passenger had been taken on board, and fearing lest provisions should run short, considerably absented ourselves from dinner." But that was to cast a slur on a generous provider, we were told. By no means. We realised the possibility of being stuck on a mud bank for several days! This consideration for the needs of other passengers merits our approval, but I could wish the writer had remembered the need for doing good by stealth. It has been suggested to me that the writer intends some humorous reference to seasickness; but as such levity would be out of place in the church leaflet, and as it would involve an accusation against the reverend writer of having deliberately (for no higher purpose than to create mirth—the laughter of fools that is as thorns crackling under a pot) made a misstatement, I refuse to believe it. May I ask you for your opinion?

Yours in all sincerity,  
JONAH.

[The Editor considers the quotation in a humorous light. "Jonah" ought not to regard all missionary utterances as statements of fact.]

## THE LATE SIR R. T. RENNIE.

The news, which has only reached Shanghai indirectly, of the death at home of Sir Richard Temple Rennie, has been received with much sorrow by those who have been long enough resident in the East to recall the brilliant legal acumen and charming social personality of the judge who presided over the Supreme Court here from 1882 till 1891. Prior to his appointment as Chief Justice of the Supreme Court, which then included Japan, as well as China and Corea, in his jurisdiction, Sir Richard had been for four years Judge of H.M.'s Court in Japan. He was a son of the late Mr. George Rennie, M.P., born in 1839, called to the bar by the Inner Temple in 1860, and knighted in 1882. We cannot do better than re-echo the words of a writer in the *Japan Mail* who says:—"He was a man of eminently high judicial abilities and as a friend it was impossible not to be attracted by his genial disposition and many charms of manner and conversation. He obeyed and improved the best traditions of English justice; he was always foremost in works of charity; he knew no distinction of persons; he dispensed the widest hospitality; and whatever was for the benefit of the community found in him an active supporter."—*N.C. Daily News*.

## THE ARMY ESTIMATES: FAR EAST VOTES.

Having already stated that the Army Estimates for the year ending 31st March 1906, amount to £22,813,100, against £22,900,000 last year, not increase on ordinary and extraordinary services of £1,131,100, the *London & China Express* gives the details for the Far East, so far as they can be obtained from the various votes:—

CHINA.  
Regimental Establishment (Hongkong, Wei-hai-wei, &c.)—Garrison Artillery: 1st Company, 43 officers, 194 men. Engineers: One battalion, 838 of all ranks. Infantry: One battalion, 50 officers, 26 men. Royal Army Medical Corps: 15 officers, 57 men. Colonial and Native Indian Corps: 36 companies of Infantry, four of Local Artillery, and one of Local Engineers. A note appended to the latter establishment explains that of the four Native Indian battalions, two are at Hongkong and two in North China; and that the Chinese Regiment, 4,369. Of the total of this establishment is £3,769. Of the Army Ordnance Department there are 7; and of the Army Ordnance Corps, 34. The total of all ranks is £7,233. The number of transport animals for North China is to be approximately, 550. Last year these animals were not enumerated.

Pay.—In Vote 1 the vote for pay and other expenses of the Indian force in North China, including wages, &c. of departmental establishments, is £115,499 (£74,000 last year). The contribution from the Colonial revenue in aid of military expenditures at Hongkong is £125,000 (£121,500 last year).

The Staff of the Command.—In the same Vote the rate of pay per day provided for Hongkong is as follows:—Major-General, £23; Colonel on Staff, Royal Engineers, £22.10s.; Deputy-Assistant-Adjutant-General, £11s.; Deputy-Assistant-Quartermaster-General, £11s.; Aide-de-camp, 15s. Total, 5s. £3,048. Servant allowance, £152; table money, £257; Garrison or Staff Sergeant £118; Interpreter, £18; messenger, office keeper, &c., £2. Total, £3,602.—The corresponding votes for North China (including Wei-hai-wei) are: Major-General, £23; Deputy-Assistant-Adjutant-General, £11s.; Deputy-Assistant-Quartermaster-General, £11s.; Staff-Captain, 15s.; Aide-de-camp, 15s. Total, 5s. £2,498. Temporary and Acting Staff, £91; servant allowance, £152; table money, £240. Total, General Staff, £3,051.

Chinese Regiment.—In Vote 1 the votes are for fifteen European officers, £5,640; seven sergeants of various ranks, £2,820; Chinese sergeants, £118; eight buglers, £33; 505 corporals, privates, and interpreters, £4,745. The total pay for the regiment is £11,646.

Royal Garrison Artillery.—The total annual pay for the Artillery at Hongkong and at Singapore is £10,000.

Royal Engineers (Natives).—The annual pay for the Royal Engineers at Singapore, Hongkong, and Ceylon is £11,300.

The Study of Japanese.—In Vote 1 there is provision for officers studying Japanese; but it is among miscellaneous votes, and the amount is not specified.

Chaplain's Department.—Chaplain for Hongkong and Wei-hai-wei, £183; servant allowance, £23; chapel clerk, orderly, &c., £23; officiating clergy and allowance for contingencies, £415; payments for buildings for divine services, £45. Total, £608.

Medical Establishments.—Vote 2: Colonel at Hongkong, North China, and Wei-hai-wei, £730; twelve medical officers of various ranks, £4,700; two quartermasters, £200; servant and mess allowance, £350; Total, £5,980. Postage and contingencies, £10. Twenty-one nurses, £720; allowances for board, washing, and clothing, £1,120; servants, £100; 8 nurses, &c. in women's hospital, £180; clerk, £50; orderlies and miscellaneous labour, £330.

Army Service Corps.—Vote 6: Water Transport Establishment, including crews of War Department vessels at Hongkong, £900. Civilian subordinates and working military parties: Two clerks, £355; other subordinates, £1,115; temporary labour only, £1,115. Pay of Land Transport Establishment, £800. Total, £3,445.—Water Transport Establishment, including crews of War Department vessels in North China, including Wei-hai-wei, £90. Civilian subordinates and working military parties: Seven clerks, £275; other subordinates continuously employed, £1,432; temporary labour and pay of military working parties, £150. Pay of Land Transport Establishment, £570. Total, £2,457.

Quartermasters, Land Transport, Remounts, and Supplies.—In Votes 6 and 7 are the following sums for Hongkong: Lodging and stable allowances, £5,700; sold allowance, £200; hire of buildings to supplement barracks, £2,580; barrack services, £1,500; conveyance of troops, £1,600; carriage of stores, £2,000; remounts, £1,000. Provisions and separation allowance, £27,500; forage and pillage straw, £3,500; fuel and light, £7,500; colonial allowances, £2,500; water supply, £1,500; advertisements, £10. Total, £49,880. Appropriations in aid, £100.—The corresponding sums for Wei-hai-wei and North China are: Lodging and stable allowances, £200; field allowance, £150; hire of buildings to supplement barracks, £12,000; barrack services, £200; conveyance of troops, £500; conveyance of stores, £300; remounts, £250; forage and pillage straw, £3,500; fuel and light, £3,700; colonial allowances, £700; advertisements, £40. Total, £14,140. Appropriations in aid, £1,400.

Army Ordnance Department.—In Vote 8, pay of the staff of various classes employed in the Army Ordnance Department, the items for Hongkong are: 173 clerks, writers, and other subordinates continuously employed, £6,258; temporary labour, £1,712. Total, £7,970 (£7,400 last year).

Works and Buildings.—In Vote 10 there is a sum of £1,860 (£1,840 last year) for staff for Engineer services in North China.—The new works, &c., amounting to £2,000 and upwards, are being provided for providing new and improving existing barrack and other accommodation at Peking a vote of £500 is asked. The total estimate for the work is £20,420; but it is stated that this estimate is under revision. The amount already voted for it is £17,920; and the probable expenditure to March 31, 1905, is stated to be £12,380. For the tramway from the magazines to the Arsenal Yard, Hongkong, £120 is asked. The estimate for the work has been increased, with Treasury sanction, from £6,000 to £8,200. Nine-tenths of the cost is borne by the Admiralty. The amount already voted for the work is £260, and the probable expenditure to March 31, 1905, is £700. For reconstruction of workshops and refitting stores handed over by the Admiralty £2,500 is asked. The total estimate for the work is £5,000.

Pensions &c.—In Vote 15 £264 (£267 last year) is asked for allowances to heirs of Asiatic troops (Hongkong Regiment, local companies of Royal Artillery, Royal Engineers, &c.).

## KUROPATKIN'S RECALL.

By order of the Tsar, bearing date March 15, General Kuropatkin was relieved of his functions as Commander-in-Chief of the Russian military and naval forces in the Far East, and General Linievitch appointed to succeed him. For some time past it has been understood that the recall of the Russian commander was decided in principle, but it was undisputed that the succession would fall to the Grand Duke Nicholasievitch. At the last moment this idea has been abandoned, and to Linievitch, at all events temporarily, has fallen the task of extricating, if he can, the remains of the Russian armies from their dangerous position. The prevailing sentiment throughout the world will be one of sympathy with General Kuropatkin, and of regret that the magnanimity which he usually associated with the actions of Monarchs should not have inspired the Emperor of Russia to extend to a faithful servant who has borne the burden and heat of a year of war some measure of Imperial gratitude. So far as Kuropatkin personally has been concerned he has always been a popular figure, and regret will be expressed, even among those who have not the slightest sympathy with Russia's cause in this war, that such a persistent run of ill-luck should have followed Skobeloff's old Chief of Staff, and that not one gleam of success should have been vouchsafed to him after such a long and honourable career spent in the service of his country. His difficulties have been nowhere more fully appreciated than in England. The unreadiness of Russia for war, the childish presumption of Russian diplomacy, the hopeless failure of the Russian navy, the inferiority of many of the troops first despatched to the seat of war, the ineffectiveness of Russian Generals and of the General Staff in the management, supply, and transport, and worst of all, the marked superiority of the Japanese army as an instrument of war, which gradually became disclosed during the course of operations, have all served to extend to Kuropatkin no small measure of public sympathy.

But when war between great nations is concerned, and when rulers or people gamble for empire with men's lives as counters, the question of the individual is a matter of infinitesimal importance compared with that of the achievement of national end. It is a General's business to succeed, and the Russian commander failed. Was Kuropatkin a trustworthy leader, was he fit to command the vast numbers placed in action by modern war, did his actions conform with the practice of the great masters of the past, or did he prove himself to be inferior to a mission and an order which we must all admit were terribly severe? We cannot say. We can only say that the question of Kuropatkin's relations with his Imperial master on the one hand and with the Viceroy Alexieff on the other is not yet sufficiently cleared up to authorize the expression of any final judgment.

Kuropatkin's friends tell us that he was hampered at every step; that every fault was not his, but that of some one else, and that the General himself was only the passive agent of the Imperial will. We are told of the Emperor's study of the maps overboard and the position of all the troops elaborately set out, and we are asked to believe that a real, a reconnaissance, or a general action may have been, and indeed were, the result of some Imperial indiscretion or imprudence. When we ask how it could be that a general should submit to such dictation and throw away men's lives in actions he knew to be unwise, we are told that Kuropatkin's device was *legis est servus*. *Adaptation* is the motto of no Englishman could understand the motives that would prompt anything but free Russian, and, in short, that Kuropatkin only existed to obey his master's behests, whatever they might be and whether filtered through Alexieff or through another.

But, on the other hand, we are told an absolutely different story. Alexieff has stated without a shade of hesitation that Kuropatkin did exactly what he pleased, and even at St. Petersburg the idea that he acted on instruction on Kuropatkin's part was promptly rejected. The General himself has very properly kept silence from time to time, but in course of time it will probably become known how far he was hampered and how far he was a free agent. In any case the onus of proof that his acts were not due to his own initiative certainly lies upon those who state the fact, since it is against all sense and reason that even a Russian General should retain his command and allow himself to become the puppet of a something worse than an *Amle*. Council six thousand miles away. Neither Suvarov nor Skobeloff certainly would have proved so malleable, and if the autocratic system demands that Generals should lead armies to defeat against their better judgment, economy would profit and the national cause suffer no harm by the removal of the names of all Generals from the Russian Army List.

If we take the facts before us and exclude, until it is proved, the suggestion of dictation by the Tsar, the record of Kuropatkin as a leader of armies during the war does not entitle him to a place among the immortals. The abandonment of Saseulitch on the Yalu in face of very superior forces; the despatch of Stackelberg to his ruin at Telissu; the failure to gain the slightest advantage from the dispersion of the Japanese armies during the difficult march over the mountains; the reverses at the Shih-chiao and Shiao-cheng; and the four great defeats which finally wrecked the armistice of the Tsar did not give occasion for Kuropatkin to display at any point high tactical command. Much was made of his successful withdrawal from Liau-yang without disaster but since the numbers engaged on both sides and the character of the position have become better known it is possible that the retreating may find more fault with his conduct of this battle than of any other. At the Shiao-cheng his army took which, according to the experience of all that had passed, it was manifestly incapable of executing, and even if the plight of Port Arthur demanded a sacrifice of the army, the direction of the several columns and the want of cohesion in their action displayed an absence of the practice of troop-leading and of the genius for moderate battle on a large scale, which made Oyma's task comparatively easy. At Hsi-kou-tai the Commander-in-Chief remained passive with two armies while Gripenberg with seven divisions fought an independent action and was beaten; the initiative and will of the higher command nowhere impressed themselves upon the operations. Finally, at the great battle of Mukden, Kuropatkin followed his enemy's lead too humbly, recognized the direction of the main attack too late, and though he made a gallant effort, to which later history will do scant justice, to stem the oncoming torrent, he was always a day at least behind the foe.

We were not able at an early stage of the war to concur with the adulation showered upon Kuropatkin; since it was obvious that he had nothing whatever to deserve it, and that the prevailing sentiment was inspired not by reason, but by neurotic writers intent upon pandering to the instinct of awe which, always, cries out for a god and frequently fixes upon the most unworthy person as the object of its affections and emotions.

The Anglo-Saxon race is peculiarly given to this pleasing act of self-deception, ruled as it is, both in England and America, not infrequently by sentiment rather than by sense, and the tendency is not one to be encouraged, since it not only arouses false hopes but leads, after disappointment, to most unjust aspersions and reprisals against quite respectable individuals who might, previous to their service to the State, have been set upon a pinnacle and expected to perform prodigies necessarily reserved for immortal beings. The result is hard upon every one, since public opinion is deprived of the rock on which its faith was built, while all around the ground is littered with the remains of shattered idols. We must also recognize the fact that when Emperors and Kings no longer lead their legions in war, the attainment of a high position in public favour by a great General is apt to overshadow the popularity of a home-staying and peace-loving Prince and that, so soon as a great reputation made by war is in the forming, influences become automatically set in motion to counteract this undesirable process.

"If you send one of us across the Channel to invade England instead of going yourself," said Bernadotte to the First Consul, "success will elevate the victor to a higher position than yours."

From sources friendly to the Russian cause we gather that Kuropatkin remained what his previous record had led us to anticipate would be the case—namely, an administrator and a man of *minutiae*, endeavouring to make good the manifold defects in his armies by intense personal energy and constant interference, and losing in consequence the power of dominating the battle and the theatre of war by reason of his self-immersion in detail. He was, and he remained, a Chief of Staff, and the one thing which he could do was to get the General Staff to utilize not only the warlike attributes of a great and most gallant army, but even the talents of Kuropatkin himself, which would have been of infinite service to his country if employed upon those duties for which they were pre-eminently adapted.

There is no reason, however, why war should not even now introduce us to a bold leader of men on the Russian side. On the whole there is perhaps no other nation to which we should look more confidently for the rising of a star of the first magnitude in war, for nowhere else are the conditions quite so favourable for his appearance. But, as Napoleon said in that incomparable opening paragraph descriptive of the 18me Brumaire, *quelquefois il tard de paraitre*, and we have not arrived at the moment when the genius appears, all obstacles fall before him, and the people exclaim "with one accord, *le voici!*" It is also certain that the need of order and discipline required for success in modern war militates against the appearance of the heaven-born leader *ex nihilo*, and that nothing nowadays can make up for the want of thorough military education.

General Linievitch has first to fight his way out of a very disagreeable place before he can begin his task of reorganization, and the popular old veteran will have his work cut out to break clear. He has a fine reputation among the Siberian troops, and he carried back a good part of the First Manchurian Army, namely, the 2nd, 3rd, and 4th Siberian Army Corps from the field of battle with considerable credit to himself and his troops. But it is doubtful whether this army numbers more than 5,000 combatants at the present hour, and the Second and Third Armies are probably in a state of utter disorganization and capable of no serious effort.

It may be that the Grand Duke Nicholas will eventually take command when or if the remnants of the routed army reaches Khorlin, and it is supposed that General Sukhomlinoff is then to act as Chief of Staff and that a local council of war, consisting of various ancient but talented officers, are to remain in service in Manchuria and give advice. It is not yet certain whether there will be much left of the original armies to profit by this new arrangement, nor is it by any means assured that this pooling of the command among a syndicate will produce any better results than those obtained by the late and unsuccessful manager. "It ever be, however," wrote Sir Walter Raleigh, "that one only commander ought to be, for plurality of chiefs doth rarely or never work any good effect, yet with this caution that he be of experience and wise."—*Times*.

## MRS. CONGER AND THE EMPRESS-DOWAGER OF CHINA.

On the departure of Mr. Conger, the U.S. Minister, from Peking, Dr. Wherry, of the Presbyterian Mission, delivered to Mr. and Mrs. Conger an address which was reported in the columns of the *China Times*. It is unnecessary in its praise of Mr. Conger's action, and details the various events with which Mr. Conger has been associated in China, naturally speaking in high terms of the interest which he has shown in mission work. In the course of the address reference was made to Mrs. Conger, who had, said the reverend gentleman, proved herself a worthy helpmate of a worthy man. In this connection Dr. Wherry remarked:—"And you, we all believe, have been the most potent factor in its accomplishment. In a modest, unassuming, unostentatious way you have brought about what the most skilful diplomat might have effected as a crowning work—the proudest in his whole career. It cannot but be that this new departure of the Empress will prove beneficial in its influence. Not only may we hope that through the friendly intercourse thus happily inaugurated, but the Majesty's mind will be directed of certain erroneous prejudices and convictions which were having an injurious effect on her own nation and abroad, but that new, larger, juster ideas will be implanted which will bear desirable fruit, an hundredfold, in the immediate and remote future. Indeed, though it was but yesterday the heaven was introduced, its fruitage is already apparent in marked advances."

Without question H.M. the Empress Dowager of China is one of the notable women of today—one might well say of history. No woman yields such unlimited power. She is known to be a woman of ideas, of ambitions, one who is solicitous to advance her people in prosperity and position amongst the nations of the earth. That a woman of so high a station, exercising such supreme prerogatives, whom, from her position, the tradition of ages has rigidly excluded from social relations with the outside world, could be reached and drawn into kindly intercourse, that she should have been drawn into a personal friendship with a stranger from afar, and that by a lady from Republican America, whose hereditary titles are not an essential element in our conception of high manhood or womanhood, is so strange as hardly to be within the bounds of a rational mind's demand; and yet we have lived to see it accomplished.

When the charges brought against the Empress Dowager of instigating the Boxer outbreak are recalled, with the denunciations poured out upon her by other missionaries at the time, the enthusiasm of Dr. Wherry over the intercourse between her Majesty and the wife of the American Minister is somewhat remarkable.—*Japan Chronicle*.

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## SHIPPING ITEMS.

"KINTUCK" COLLIDES WITH JUNK.  
The s.s. *Kintuck* arrived from Singapore yesterday. She collided with a fishing junk outside Hongkong and damaged one of her boats on the starboard quarter. The junk, apparently, was not damaged.

AN ITALIAN CRUISER.  
The s.s. *Bennetto* arrived from Singapore yesterday. South of Macao, she met an Italian cruiser and transport bound south. North of Annam Islands she met a British red-cross ship, supposed to have Russian refugees from Shanghai on board, bound south.

THE "ROBERT K."  
The tug *Robert K* has arrived from Manila with the old Spanish Gun-boat *Maz de Ware* and *Reina Christina*, sunk during the war, recently raised and sold to a Chinese syndicate. The *Reina Christina*, now anchored at Junk Bay, is to be sent to Shanghai, and the *Maz de Ware*, now at Yumai, will remain at Hongkong.

The Hopper sand-sucking dredger, which sailed from Fushing for Shanghai and returned after having reached Ushant, has again started on her voyage. The return may be of benefit to the underwriters who have written her, as it brings her more into the summer months. Notwithstanding all that has been written as to the seaworthiness of this kind of craft, the contention must still be maintained that they are fine weather craft.

STEAMER MOVEMENTS.  
The O. & O. str. *Coptic*, with mails, &c., which left hence April 4th for San Francisco via Shanghai, &c., arrived at her destination on the 1st inst.

The Barber Line str. *Sotomura* arrived at New York on the 1st inst.

The C.R.R. steamer *Empress of China* left Vancouver on Monday, the 1st May, p.m., for Hongkong via the usual ports of call.

The Indo-China str. *Kumang*, from Calcutta and the Straits, left Singapore for this port on the 3rd inst., at 5 p.m.

The British str. *Dan of Kelly*, from London and ports, left Singapore yesterday, and is due here on the 10th inst.

## TIBET EXPEDITION.

STORY OF RUSSIAN INTRIGUE.  
Mr. Percival London read a paper on "The Political Results of the Mission to Lhasa," before the Central Asian Society.

Mr. London (who accompanied the recent expedition) said that there was enormous justification for that expedition. Of the people themselves they were divided into two classes, the monks and the laity. For all practical purposes the laity were as if they never existed. The monks themselves were divided into two parts, those who lived in or near Lhasa and those who did not, and the government was entirely in the hands of the former part. Since 1720, Tibet has been a vassal to China, and for that reason, if for no other, the country had been kept backward in the world's progress. Until the reign of the present Dalai Lama, every one of his predecessors was put to death before he reached his eighteenth year. This custom enabled China to reassert her superiority at the election of each new god-king, for the ruler of Tibet possessed the peculiar position of being as much a god to his country as he was a perfect autocrat. His name is Tugyan Yaw, and he owes his extended life to a political intrigue.

In 1890 a monk named Dorgia, who had so far lived quietly at his monastery near Lhasa, although that monastery was the home of Tibetan sedition, was secretly called to Russia. When he returned he was the uncredited yet fully empowered agent of Russia. From that time forward Dorgia, the Dalai Lama, and one Charter Charpy were the Government of Tibet, despite the Tsong Dhu, or Government Council. By the end of 1902 Dorgia had gained so much power that he thought it wise to boast that by Easter in the following year there would be a party of Cossacks in Lhasa. Yet Charter Charpy, the really capable man of the triumvirate, was more favourable to England than to Russia, till an unfortunate thing happened. He was foolish enough to immit in Englishwomen, for which reason the members of the English Club at Darjeeling deduced him in the pond around the fountain. That ducking made him one of England's bitterest enemies.

At once he joined hands with Dorgia, and if it had not been for the recent expedition Russia would now be in practical possession of Tibet. At the present moment Charpy was in prison at Lhasa, and if ever he got free his life would be devoted to helping Russia to get at India through Tibet. The other two of the triumvirate, the Dalai Lama and Dorgia, were, said Mr. London, in hiding at a small town about 50 miles from the Trans-Siberian Railway, near Lake Baikal. And although Dorgia would return to Lhasa, the Dalai Lama was well known to fear that his return would mean his death.

But for the recent expedition we should now have this enemy of ours at our Indian doors on a new side. It had been said that Col. Younghusband had exceeded his orders. But he had done nothing of the sort. At Lhasa he was in a precarious position. Had he come away empty-handed he would have been blamed for the failure of the whole affair. If he had done less than what he did it would have been said that he had half done the thing. He was given a piece of work to do, had done it, and was blamed for what he had done.

Mr. Ian Malcolm supported Mr. London's view of Col. Younghusband's conduct in the circumstances in which he was placed. The interference of the Secretary of State for India had done nothing but harm, and he believed that Mr. Brodrick would live to regret it. Other speakers followed, and Mr. London replied to some questions which were put to him on points raised by his lecture.—*Globe*.



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## SHIPPING.

**ARRIVALS.**  
**EMPIRE**, British str., 2843, P. T. Helms, 4th May.—Kobe 24th April, General.—Olib, Livingston & Co.  
**FRUITFUL**, Norw. str., 891, H. A. Haraldsen, 4th May.—Tamsui, Amoy and Swatow 3rd May, General.—Osaka Shosen Kaisha.  
**HANGSANG**, British str., 1356, Wilde, 4th May.—Shanghai via Swatow 30th April, General.—Jardine, Matheson & Co.  
**HIMM**, Norwegian str., 758, Alb. Erikson, 3rd May.—Bangkok 29th April, Rice.—Chinese.  
**HOOKE**, British cruiser, 4th May.—from Mins Bay.  
**KINTUCK**, British str., 2880, D. Robinson, 4th May.—Singapore 29th April, General.—Butterfield & Swire.  
**LYRA**, Am. str., 3516, G. V. Williams, 4th May.—Shanghai 30th April, General.—Doddwell & Co.  
**MAITA**, British str., 2909, R. A. Peters, 4th May.—Bombay 18th April, Mails and General.—P. & O. S. N. Co.  
**TELEMACUS**, British str., 1213, Jas. Williamson, 3rd May.—Saigon 29th April, Rice.—Chinese.  
**VENUS**, American str., 819, Auto. de Araluen, 4th May.—Lilo 30th April, General.—Dardotto & Co.  
**WAIHORA**, British str., 1200, W. Brown, 3rd May.—Singapore 29th April and Hothow 2nd May, General.—Chinese.

## AT THE HARBOR MASTER'S OFFICE.

**DEPARTURES.**  
**BONAVENTURE**, British cruiser, for Mins Bay, 4th May.  
**HAITAN**, British str., for Swatow.  
**HONGWAN**, British str., for Amoy.  
**ISLEWORTH**, British str., for Bangkok.  
**KEONOWA**, German str., for Canton.  
**KWANTON**, Chinese str., for Canton.  
**LOTHIAN**, British str., for Singapore.  
**LYRMOON**, German str., for Canton.  
**MAITA**, British str., for Shanghai.  
**QUINTA**, German str., for Saigon.

## SHIPPING REPORT.

The British str. *Kintuck* reports: First part light variable winds and clear weather, latter part moderate N.E. wind and overcast.  
 The Norwegian str. *Himm* reports: Moderate southerly breeze and fine weather. The Russian fleet observed in Looe Kobe Bay, Annam.  
 The British str. *Hangsang* reports: Shanghai to Swatow light to moderate variable winds and foggy weather. Swatow to port strong E.N.E. winds and overcast sky.  
 The British str. *Empire* reports: Hazy weather and variable winds through the Inland Sea. After leaving Moji foggy weather was experienced with a moderate southerly sea and variable winds until reaching the China coast, where a strong N.W. breeze set in with a moderate sea and hazy weather.

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Ships and Vessels, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 18th June, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
**L. S. LEWIS,**  
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1. From Green Island to the Harbour Master's.  
 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL.	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 10th inst.
AMSTERDAM, LONDON & ANTWERP.	DEVALDER	Brit. str.	—	MeIntosh	GIBB, LIVINGSTON & CO.	On 9th inst.
AMSTERDAM, LONDON & ANTWERP.	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP.	DARDANUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th June.
AMSTERDAM, LONDON & ANTWERP.	CALCHAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th June.
MARSEILLES, LONDON & ANTWERP.	KINTUCK	Brit. str.	—	Harris	NIPPON YUSEN KAISHA	On 7th inst., at 5 p.m.
MARSEILLES, LONDON & ANTWERP.	TEENKAI	Brit. str.	—	Boyer	MESSAGERIES MARITIMES	On 16th inst., at 1 p.m.
BREMEN, via PORTS OF CALL.	DUMBEA	Frans. str.	—	Dahl	MELCHERS & CO.	On 10th inst., at Noon.
HAVRE, BREMEN & HAMBURG.	PREUSSEN	Ger. str.	—	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG.	SEGOVIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERIKA LINIE	On 13th June.
HAVRE & HAMBURG.	SENEGAMBIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 27th June.
HAVRE & HAMBURG.	C. FERD. LAEISZ	Ger. str.	k. w.	Schmidt	HAMBURG-AMERIKA LINIE	On 1st June, P.M.
TRIESTE, &c. via SINGAPORE, &c.	BRISGAVIA	Ger. str.	—	Berberovich	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL.	MARIA VALERIE	Aus. str.	—	—	BUTTERFIELD & SWIRE	About 20th June.
GENOA, MARSEILLES & LIVERPOOL.	LANITES	Brit. str.	1 m.	—	STANDARD OIL CO.	About 15th inst.
NEW YORK via PORTS & SUEZ CANAL.	DEUCALION	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 20th inst.
NEW YORK via PORTS & SUEZ CANAL.	KENNERCOT	Brit. str.	—	—	DODWELL & CO. LD.	About 20th inst.
NEW YORK via PORTS & SUEZ CANAL.	ATHOLL	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK via PORTS & SUEZ CANAL.	SAGAMI	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 24th inst.
NEW YORK via PORTS & SUEZ CANAL.	NUBIA	Ger. str.	k. w.	—	CANADIAN PACIFIC R. CO.	On 23rd inst.
NEW YORK via PORTS & SUEZ CANAL.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 21st inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.	—	PORTLAND & ASIATIC S.S. CO.	On 16th inst., at Daylight.
VANCOUVER, via SHANGHAI, &c.	HYADES	Am. str.	—	—	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN.	NINGBO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst.
PORTLAND, OREGON.	ARABIA	Brit. str.	—	—	MELCHERS & CO.	On 30th inst., at Noon.
AUSTRALIAN PORTS.	EMPIRE	Brit. str.	—	—	P. & O. S. N. Co.	About 13th inst.
AUSTRALIAN PORTS.	TEINAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	PAIKER	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 9th inst.
TSINGTAU, CHEFOO & TIENSIN.	CHILILI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
SHANGHAI.	MAITA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 9th inst.
SHANGHAI.	HANGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst., at 8 a.m.
NINGPO & SHANGHAI.	YCHOOW	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 14th inst., at 8 a.m.
TAMSUI via SWATOW & AMOY.	FRITHJOF	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	On 14th inst., at 8 a.m.
TAMSUI via SWATOW & AMOY.	PROTEUS	Ger. str.	—	—	JARDINE, MATHESON & CO.	On 7th inst., at Daylight.
AMOY, STRAITS & RANGOON.	ZAIDA	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 p.m.
MANILA via AMOY.	LOONGSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-morrow, at Noon.
MANILA via AMOY.	RUBI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst.
MANILA.	YUNSHANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 12th inst., at 4 p.m.
MANILA.	ZAFIRO	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 13th inst., at Noon.
AMOY, MANILA, CEBU & ILOILO.	KAIPOING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst.
JAVA PORTS.	THILATJAP	Dut. str.	—	—	JARDINE, MATHESON & CO.	On 13th inst., at Noon.
SANDAKAN.	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 9th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA.	SUBANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA.	KUMSANG	Brit. str.	—	—	CARLOWITZ & CO.	On 13th inst., at Noon.
BOMBAY via SINGAPORE & PENANG.	ISCHIA	Ital. str.	—	—	—	—

## REGULAR STEAMSHIP SERVICES

## BETWEEN

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—

## SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI via SWATOW	"FRITHJOF"	SUNDAY, 7th May, at 8 a.m.
TAMSUI via SWATOW	H. A. HARALDSEN	SUNDAY, 14th May, at 8 a.m.
TAMSUI via SWATOW	"PROTEUS"	SUNDAY, 14th May, at 8 a.m.
TAMSUI via SWATOW	CARL MOLLER	SUNDAY, 14th May, at 8 a.m.

For Freight, Passage, and further information, apply to Bradley & Co.,

LATE

## OSAKA SHOSHEN KAISHA.

Hongkong, 29th April, 1905.

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE.
SEGOVIA	HAVRE, BREMEN and HAMBURG	On 10th May. Freight.
Capt. Schoenfeldt	(Calling at Singapore, Penang and Colombo)	
SENEGAMBIA	HAVRE and HAMBURG	On 30th May. Freight.
Capt. Jaburg	(Calling at Singapore, Penang and Colombo)	
C. FERD. LAEISZ	HAVRE and HAMBURG	On 13th June. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	
BRISGAVIA	HAVRE and HAMBURG	On 27th June. Freight.
Capt. Schmidt	(Calling at Singapore, Penang and Colombo)	
NUBIA	NEW YORK via SUEZ	On 25th May. Freight.
Capt. Habel	with liberty to call at the Malabar coast	

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to

## HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	A. Nottley	Manila via Amoy.	Fri., 5th May, 4 p.m.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 13th May, Noon.

For Freight or Passage apply to

Hongkong, 2nd May, 1905.

## SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ATHOLL"	...	About 15th May.
S.S. "NORDPOL"	...	About 15th June.

For freight and further information apply to

Hongkong, 11th April, 1905.

## SHEWAN TOMES &amp; CO.,

GENERAL AGENTS.

1104

## VESSELS ON THE BERTH

FOR MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID.

## THE China Mutual Steamship

**"TEENKAI."**  
 Captain Harris, will be despatched as above on SUNDAY, the 7th inst., at 5 p.m.  
 For Freight, apply to  
**NIPPON YUSEN KAISHA.**  
 Agents.  
 Hongkong, 2nd May, 1905. 1117

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

## CHEAP EXCURSIONS TO MACAO!

## THE Steamship

## "HONAM."

2,313 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure:—From Hongkong at 9 a.m. arriving at Macao about NOON. Hour of departure:—From Macao at 7 p.m. arriving at Hongkong about 10 p.m.

Fares:—  
 First Class Single \$2 ... Return \$4.  
 Second Class Single \$1 ... Return \$2.  
 Children under 12 half-price.  
 Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and servants' passages must be paid for.

T. ARNOLD, Secretary.  
 Hongkong, 3rd May, 1905. 1134

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VERICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

## "ISCHIA."

Captain Magnanini, will be despatched as above on SATURDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
 Agents.  
 Hongkong, 1st May, 1905. 14

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.**

## THE Steamship

## "DUMBRA."

Captain Boyer, will be despatched for MARSEILLES on TUESDAY, the 16th May, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
 S.S. "ERNEST SIMONS" 30th May.  
 S.S. "POLYNESIEN" 13th June.  
 S.S. "CALEDONNIEN" 27th June.

G. DE CHAMPEAUX, Agent.  
 Hongkong, 3rd May, 1905. 12

## IMPERIAL GERMAN MAIL LINE.

## NORDEUTSCHER LLOYD, BREMEN.

## JAPAN-CHINA-AUSTRALIA LINE

VIA NEW GUINEA.

## STEAM FOR

FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUIT, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 30th May, 1905, at Noon, the Steamer "FRINZ BIGISMUND," Captain Leuz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDEUTSCHER LLOYD, For Further Particulars, apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 4th May, 1905. 1139

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain T. Austin, R.N.R., This Steamer departs from Hongkong, on Week Days, at 7.30 a.m.; and on Sundays, at 8.30 a.m. Departs from Macao on Week Days about 2.30 p.m. and on Sundays at 6.30 p.m.

Fares:—(week days) 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.

Meals can be had on board.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-Ticket will be available for the following day.

The Steamer



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 16th May.
GLASGOW and LIVERPOOL	"INGCHOW"	On 18th May.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd May.
GLASGOW and LIVERPOOL	"HYSON"	On 30th May.
GLASGOW and LIVERPOOL	"PRIAM"	On 31st May.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

## TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 21st May.

For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
[9-10]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 5th May.
NINGPO and SHANGHAI	"YOCOW"	On 9th May.
MANILA	"TAMING"	On 10th May.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 13th May.
TSINGTAU, CHEFOO and TIENTSIN	"CHIHILI"	On 16th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
[11]

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND AEGEAN PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 10th May
ROON	WEDNESDAY 24th May
BAYERN	WEDNESDAY 21st June
ZIETEN	WEDNESDAY 21st June
DARMSTADT	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ BTEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
GNEISENAU	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUTFOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY the 10th day of MAY, 1905, at Noon, the Steamship "PREUSSEN," Captain Dahl, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 8th May. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 9th May, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 9th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

**MELCHERS & CO., AGENTS.**  
Hongkong, 27th April, 1905

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO or CHIN-WAN-TAO, TO DURBAN, NATAL. The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain J. S. Callington.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "KABAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cor.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

**GIBB, LIVINGSTON & CO., AGENTS.**

Hongkong, 10th February, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAL A AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons.	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN" ... 3,852 Tons.	WEDNESDAY, 24th May.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons.	WEDNESDAY, 31st May.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons.	WEDNESDAY, 21st June.
R.M.S. "TARTAR" ... 4,425 Tons.	WEDNESDAY, 5th July.

Hongkong to London, 1st Class ... via St. Lawrence 280. via New York 262. Intermediate on Steamers ... £40. and 1st Class Rail ... £22.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, passing through the VANCOUVER INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent.

# JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA PORTS	First half of June	JAPAN via SHANGHAI	First half of June
TJILATAP...	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIMAH...	JAPAN	First half of June	JAVA PORTS	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports not through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 975.

Alexandra Buildings, 3rd Floor.  
Hongkong, 3rd May, 1905.

## VESSELS ON THE BERTH

### "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER," Captain McIntosh, will be despatched as above on MONDAY, the 15th May.

For Freight, apply to

**GIBB, LIVINGSTON & CO., AGENTS.**  
Hongkong, 12th April, 1905.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1905.

"SAGAMI" ... 20th May.

"ERROLL" ... 6th June.

"HINDUSTAN" ... 24th June.

For Freight and further information, apply to

**DODWELL & CO., LTD., AGENTS.**  
Hongkong, 2nd May, 1905.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"KENNEBEC" will be despatched about the 20th June.

For Freight & further information, apply to

**STANDARD OIL COMPANY OF NEW YORK,**  
Oriental Freight Department  
4, Des Vaux Road, Central.  
Hongkong, 2nd May, 1905.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to

**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1904.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Princes Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

## FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, paid in advance, \$12 per annum. Postage to any part of the World \$2.

## NOTICES TO CONSIGNEES.

### S.S. "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex r.s. Medes and Memphis, from Bordeaux ex r.s. Frederic Morel, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-day, the 1st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 8th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th May, if they will not be recognised.

All damaged packages will be examined on Monday, the 8th May, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st May, 1905.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

### NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Steamship

"TRIESTE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns; and all Claims must be sent in to the Office of the Undersigned before Noon, on the 7th May, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th May, will be subject to rent.

Bills of Lading will be countersigned by

**SANDER, WIELER & CO., AGENTS.**  
Hongkong, 1st May, 1905.

## FROM HAMBURG, PENANG AND SINGAPORE.

### THE H.A.L. Steamship

"C. FERD. LAEISZ," Captain von Hoff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day, the 3rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th May, at 3 p.m.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 3rd May, 1905.

# NOTICE TO CONSIGNEES.

## "BEN" LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM LONDON AND ANTWERP VIA STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & CO., AGENTS.**  
Hongkong, 3rd May, 1905.

## SHIPPING IN PORT.

### STEAMERS.

ANDER RICKMERS, German str., 1,020. H. Kohn, 3rd May.—Bangkok 29th April.

Rice.—Melchers & Co.

ANGHIN, German str., 1,672. Schaefer, 23th April.—Bangkok 21st Apr., Rice.—Butlerfield & Swire.

B. A. BROCH, Norwegian str., 541. A. Andersen, 1st May.—Saigon 26th April, Rice and Flour.—Sander, WIELER & CO.

BENMOHR, British str., 1,935. A. Webster, 3rd May.—Singapore 27th April, General.—Gibb, Livingston & Co.

BENVENUE, British str., 3,919. R. Knoble, 30th April.—Moj 19th April, Coal.—Gibb, Livingston & Co.

BOOSTAD, Norwegian steamer, 1,981. S. H. Gulliksen, 29th April.—Wuhu and Chinkiang 24th April, General.—August 1, Thorsen & Co.

BOSCOMBE, British str., 2,433. Wisnom, 30th April.—Moj 24th April, Coals.—Bradley & Co.

C. FERD. LAEISZ, German str., 5,675. C. von Hoff, 3rd May.—Hamburg and Singapore 28th April, General.—Hamburg-Amerika Linie.

CHINA, American str., 3,156. D. E. Friele, 29th April.—San Francisco 28th Mar., General.—P. M. S. S. Co.

CONINGSBY, British str., 2,157. Chas. E. Topp, 18th April.—Canton 18th Feb., Coal.—Orde.

DEVAYONGSE, German str., 1,057. Goschen, 2nd May.—Bangkok 26th April, Rice and Teak Squares.—North German Lloyd.

EMPERESS OF JAPAN, British steamer, 5,904. H. Pybus, B.N.E., 3rd May.—Vancouver 10th April, Mails and General.—C. P. R. Co.

ERNA, German str., 963. Terpehn, 16th March.—Germany 1st January, General.—Orde.

FLORIDA, Norwegian str., 2,236. H. P. Hansen, 15th April.—Savabo 10th April.—Orde.

FEI, Norwegian str., 860. N. Andersen, 1st May.—Haiphong 28th April and Hoihow 30th, General.—August, Thorsen & Co.

HAILAN, French str., 377. L. Andersen, 3rd May.—Pekhai and Hoihow 2nd May, General.—A. R. Marty.

HANOF, French str., 738. P. Meerles, 29th April.—Haiphong 27th April and Hoihow 28th, General.—A. R. Marty.

HERALD, Swedish str., 1,164. Grundeleis, 29th April.—Gibraltar 24th Feb. and Batang 20th April.—Master.

KAIFONG, British str., 1,210. E. Finlayson, 3rd May.—Iloilo 29th April, Sugar.—Butlerfield & Swire.

KENSINGTON, British str., 2,247. Dorver, 2nd May.—Nigala via Karatu 26th April, Ballast.—Doddwell & Co.

KOSCHIGL, German str., 1,293. C. Posowich, 29th April.—Bangkok 23rd April, Rice.—Butlerfield & Swire.

KWANGTAH, Chinese str., 1,336. Wm. H. Lunt, 3rd May.—Shanghai 29th April, General.—Chinese.

LESA, Swedish str., 1,577. Horndahl, 30th April.—Kobe 33rd April, General.—Chinese.

LOONGSANG, British str., 1,092. G. S. Weirall, 1st May.—Manila 28th April, General.—Jardine, Matheson & Co.

LYBEMOON, German str., 1,238. Th. Lehmann, 3rd May.—Shanghai 30th April, General.—Stimson & Co.

MACQUARIE, British steamer, 2,073. St. John George, 25th April.—Moj 21st April, Coal.—Gibb, Livingston & Co.

MATHILDS, German steamer, 678. Ch. Ulderup, 29th April.—Quinhon 24th and Hoihow 28th April, Lumber.—Jensen & Co.

MAVELANG, British str., 1,844. R. Houghton, 30th April.—Sandakan 24th April, Timber.—Jardine, Matheson & Co.

MICHAEL JESSEN, German str., 2,440. H. Bandien, 29th April.—Hamburg via Singapore, Cebu and Manila, 21st Feb., Ballast.—Jensen & Co.

ORMDALE, British str., 2,306. Jas. Hamilton, 29th April.—Kobe via Moj 23rd April, Ballast.—Bradley & Co.

QUEEN LOUISE, British str., 2,170. W. A. Hicoll, 19th April.—Rangoon 6th April, Rice.—Doddwell & Co.

RUE, British str., 1,611. A. H. Notley, 2nd May.—Manila 31st April, General.—Shewan, Tomes & Co.

RUPTER K., U.S. tug boat, 322. Challenor, 2nd May.—Manila 27th April.—E. C. Wilks.

SAINT HELENA, British str., 2,707. Mokie, 14th April.—



